



THE VOLVO CLUB OF B.C.

SEPTEMBER 2021

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Annual membership fee \$20, To join: Call or write Gregg Morris. See above.
or view our Website www.volvoclubofbc.com



V.C.B.C. is the

B.C. Chapter of Volvo Sports America

1800 Register

To join VSA write to, PO Box 352 Fairless Hills, PA 19030-0352

Email: membership@vsa.org Annual membership fee US\$40 Website www.vsa.org

UPCOMING VOLVO EVENTS (also see our website www.volvoclubofbc.com)

The directors were working towards holding Cates Park Picnic this year, but the recent ramping up of Covid makes that kind of event, with many people in close proximity, too dangerous. We are as disappointed as anyone over the cancellation but Volvo is all about Safety.

ARTICLE CONTRIBUTIONS BY MEMBERS

(In the January 2021 newsletter, Jamie Graham of Victoria provided a report from the Hagerty newsletter which featured Jamie's restoration of his 64 1800S. He has since offered to do a series for us detailing his current restoration of a 1962 "Jensen Built" P1800. Here is episode 2.)

62 P1800 RESTORATION episode 2

Jamie Graham

Before delving further into the disassembly of the '62 P1800, let me digress. As you labour through my work on this car you might feel that I was jumping from one topic to another. In my case, its just the way the actual removal of parts works. There is an old proverb many of you will know. When asked how you would eat an elephant, the answer is one bite at a time. Patience is absolutely key to progress and eventual success. As I was removing the grille and surrounding frame, a piece of metal tore a chunk of flesh from one knuckle. These things happen when you "wrench", so I just moved on to another part of the car to give me time to calm down. "Should have gloves on" said the little voice on my shoulder. I learned the same thing when using a knife or sharp chisel. "Cut towards your buddy, not your body." When I was removing the horn assemblies and associated wiring, two rusted and seized bolts broke off. Aaaaarrhh!! I just laid the tools down and started work on removing the taillight assemblies. On the best days, I just waited

for Bob Cuthill to come arrive so we can take our "union" coffee break (both of us being former federal government employees: he ... RCAF, me ... RCMP, Vancouver and Victoria Police) and begin to solve all the problems of the free world.

In Episode 1, I mentioned that two owners ago, Rev. Eugene Morrell was kind enough to share his experiences with the car, especially all the work he had done. After one of his trips to Whitehorse, Yukon Territory, the B18 motor was torn down revealing the fibre timing gear had separated from the centre steel ring. He kept the original 1.8 litre block, head, oil pan and crank. An over-bore kit from IPD brought it up to 2.0 litres. The kit came with pistons, rings, bearings. He had the block bored and the crank polished. A three-quartered cam kit was added plus bearings, double valve springs and push rods. He had the head planed 60 thou, all new valves, new water pump, rebuilt distributor and an unusual

'ipd' - VOLVO' valve cover (more on that later). The Rev replaced the SU carbs with a Weber carb kit and bored out the jets. He confirmed the power the car has when he sold it. His son had painted it silver before they left Washington and just before they moved to Chilliwack in Sept. 1979 his son painted the car black and blue. Something happened and it turned out purple. Some of the old photos of the car were sent to me ... what a treasure. Rev. Morrell had two body men in his church teach him body work and painting. After several other projects, he did the paint job that is with the car now. With



1962 (Jensen) P1800

the help from his friends, Rev. Morrell was spurred on to do a complete job on the exterior and interior. The car was sanded, rust removed from the rockers and fenders. He rust-treated the whole car, undercarriage, frame, inside the doors, fenders and interior. He used a spray undercoating under the fenders, trunk and frame. He bought two 1800s for parts, ones that were well beyond restoring on their own, but lots of good parts. He obtained bumpers without blemishes, a good grille ring and taillight covers. A considerable amount of chrome plating was done in Vancouver, WA. He had gone from Dawson Creek to Puyallup, WA where he was on staff at the Church of the Nazarene for ten years, then to Sacramento, CA for three years. He retired in 1999 and moved to Bend, Oregon. During the search for the car's history, Rev Morrell has found and sent me pictures of trophies, photos and other papers where the car "placed" at a show at Minter Garden, east of Chilliwack. Anyone who has restored a classic that has passed between various owners, knows how important these kinds of documents can be. I keep in touch with Pastor Gene (as he was known in the pastorate) to this day.

All model 1800 owners will be familiar with the black and white identification plate attached on the LH side of the engine bay close to the firewall. Most people can decipher the serial number, upholstery codes and colour when the plate's paint is in good condition but in my case the black paint had worn off over the years, leaving just a clear metal plate with a series of stamped numbers. Bob Cuthill kindly wrote an informative note deciphering the various numbers and codes. (See the end of this article for Bob's note.) I acquired another blank identification plate which shows what it would have looked like in 1962. This car came to me with an Alberta registration indicating it was a 1963 model. Research indicated it was a '62 so I sent my supporting documents to ICBC and received their approval with a new BC registration indicating the correct year - 1962.

By early December the car was as clean

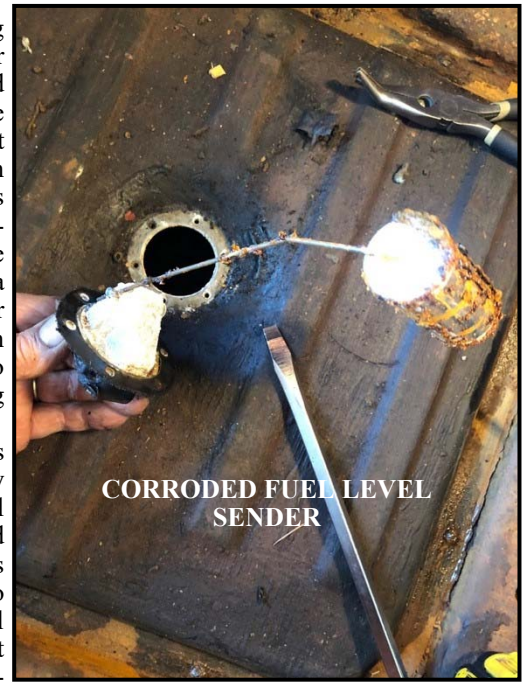
as I could get it with a good vacuuming and a wire brush. In May of 2000 the car was towed from storage to my crowded two bay "Graham Garage" where three previous 1800 models had been brought back to life. A keen eye will pick up on the large wiring diagram on the wall. This was found on the internet, then downloaded, copied and blown up to a readable size at my local Staples store. This one had a bonus in that the wiring was all colour coded. Having a large wiring diagram on the garage wall at face level where two people can actually read it and trace wiring links is a real pleasure.

I started with some of the obvious things. I didn't want any stale fuel to worry about so once the trunk (top of the fuel tank) was free from all the garbage and finally visible, the fuel sending unit was removed. It was completely perished so went straight into the bin. It took a full day to carefully get the fuel tank out as it had been glued and screwed into the surrounding lip. I wasn't sure if the tank could be saved but after removal, it was not salvageable. A new one would be required.

Some interesting modifications were seen in the engine bay. The motor was sporting a Weber down draft carburetor and manifold. I sold the carb to a local enthusiast (who wanted it for a self-riding invention) as my plan was to return the car with a pair of period-correct SU carburetors. While it didn't look like much at first glance, the top of the motor had an 'ipd - VOLVO' valve cover. I called the IPD offices in Portland to ask whether they still stocked it (wondering about authenticity). The person on the phone cautiously explained that the cover was not only discontinued, but Volvo either discouraged or blocked the use of their name and IPD in this joint marketing venture (lots about this on the internet). Then the person asked me if I wanted to sell it (!) which confirmed the valve cover's rarity and value. A future decision will have to be made about using it or returning to an OEM model with the oil cap filler in the middle. I'll certainly keep it,

perhaps chrome it or powder coat it silver. Word to the wise to anyone who has one of these, they are worth money. I saw one on EBay for \$380.00 USD. This is a picture of what mine looked like, before and after cleaning.

As the interior was being stripped,



the modifications of a previous owner became more evident. My goal was to return the car to bone stock original. The rear metal deck frame was bent, and the covering and both door cards (panels) had thick white padding with black buttons. The rear deck metal frame was removed, then stored away for future sand blasting. Both interior kick panels were non '62 (Jensen) and both had rat holes chewed right through. Bob held one up for photographing! I was able to acquire a pair of original kick panels (see picture of what an original looks like) with the metallic fabric covering along the bottom, same as the lower door cards. Acquiring a pair of OEM ones with the matching metal fabric was a stroke of luck and kindness of the person donating. (thanks Gregg!)

The removal of the interior, the seats, door cards, rotted headliner and dash required considerable patience, scraped knuckles, plus lots of garbage bags and air masks. Under the rear deck, the insulation/padding seemed to be a level 3 hazmat area and required a double mask during removal. The insulation quickly turned to dust. Sometime during its life, the floor and back seat of the interior was coated with a black rust proof insulating goop, followed by 1/2" insulating padding material that proved a 'bear' to remove. Amazingly, the back vinyl covering the inside of both wheel tubs was undamaged and intact but a bit of red trace evidence could be seen poking out



from the lower part close to the floor. Almost three years later the black outer portion was removed, revealing the red OEM interior – just like the identification plate said.

The slow painstaking process now began taking everything out and apart. New items (fuel tank, carpet set, firewall insulation for starters) was ordered from Olof Malmberg at Vintage Import Parts in Delta, BC. Whenever possible items were removed, cleaned or sanded, and returned to their original state. Most of the rear seating area and panels came out without too much effort. Metal frames were exposed and most of the glued-on padding went into the bin. The door cards and kick panels were removed revealing solid metal, with a few rust holes on the floor.

Many photographs were taken of the existing condition of the car. These two



shots of the LH and RH side of the engine bay close to the radiator, show relays and wiring patterns which I know will be helpful in the future. It would have been impossible to describe the smell or sticky dirt in every crack and seam.

DECIPHERING THE DATA VIN PLATE

1962 Volvo, P1800, VIN 471 Bob Cuthill

The first line on the data plate is a **Type** designation. In P18395, the P18 is for P1800 (*designator for the first 6000 Jensen/pre-Swedish-built cars*) and the 395 is for a M41 gearbox (*M41 is the four speed with overdrive*). The VA or HA is Volvo code for the Jensen series 1800 (*eg VB/HB is for VIN 6001 and higher, used for the 2000 1800S units produced in Sweden in later 1963*). The second line of the data plate is the actual VIN (*in this case 4712*).



The third line 71 is the body colour code for Grey with Red interior. According to the book, this code only applied in 1961 or 1962 (along with either 69 White (with Red interior) or 70 Red (with White interior)). Three different numbers (*46 Red with Black interior, 79 White with Red interior and 80 Gray with Red interior*) start with the 1963 1800S (*Swedish*) production. The next line 301 indicates a Red Vinyl interior. All roof headliners were white. Floor mats varied but the black carpet we found is definitely stock. The trunk would normally be a black ribbed (*longitudinally*) rubber mat. The curved vinyl molding around the back parcel shelf would normally be black as would the armrests below the red door panel. The bottom of the door panel and the bottom of the outboard ‘kick’ panels below the dash would be the silver fabric material. The rest of the interior panels and seats (*front and rear*) were all red.

EDITORIALS AND LETTERS

CLUB STUFF
Gregg Morris

Events: Cates Park Picnic: We started organizing the Cates Park Picnic and AGM and it is sad that we had to cancel it again as Covid began ramping up. It will be so nice when we can resume our event schedule without always having to worry about Covid.

Membership Renewals: After giving all our members a free membership for 2020 we resumed membership renewals for 2021. On June 30, 2021 our membership was 293. As of September we have 254, a very healthy number.

Budget: Our bank balance is healthy in spite going without renewals for one year.

Newsletter: It has been tricky finding enough content for the newsletter in the absence of Event articles. If you want to try your hand at writing or if you find a Volvo related article or news clipping (new or historical), please send it to me. It will really help me with the newsletter.

NEW BURNABY VOLVO DEALERSHIP

“Morrey Volvo Cars Burnaby”

The Morrey Auto Group Started in

Vancouver 1965. They have grown to include Morrey Nissan of Burnaby, Morrey Nissan of Coquitlam, Morrey Infiniti of Burnaby, Morrey Mazda of the Northshore, Morrey Auto Body & Glass and now Morrey Volvo Cars Burnaby.

They plan to bring to the Volvo dealership the same level of excellent customer service and vehicle expertise that Vancouverites have come to expect from the Morrey Auto Group.

The Volvo dealership will be opening September 1, 2021 and will share premises with Morrey Infiniti at 4456 Still Creek Drive, Burnaby

The sales manager Spencer Morrey and Service Manager Doug Taylor have offered our Volvo Club of BC a 15% discount on over the counter parts.

To learn more about this dealership google Morrey Volvo Burnaby or call 604-416-4200. We will have more information about them in future newsletters.

POLESTAR

Polestar is open in Park Royal in West Vancouver and in Victoria. The dealerships are owned by the Gain Group headquartered in Victoria. They have dealerships representing numerous high end automotive

brands including Volvo of Victoria. Polestar have two models to choose from. The Polestar 1 a plug in hybrid sports 2 door sports sedan with the Volvo 2 litre turbo charged, supercharged 4-cylinder gasoline engine and rechargeable electric power. It has ques of the Volvo 1800 in its appearance. The Polestar 2 is pure electric and there is an Driving impression of this car elsewhere in this newsletter.

SCANDIA MOTORS

Gregg Morris

Scandia Motors was featured in the 2010 VCBC newsletter as being one of the best Volvo-only service garages anywhere. Scandia is being featured again in 2021 because there is news! **Ken Witala** owner of Scandia for 25 years is retiring to Qualicum Beach on Vancouver Island, and passing the business to his talented assistant **Kevin Dee**. Before we talk about Kevin, let’s look at the heritage that Scandia Motors carries with it. Just for the record, it is business as usual at 20726 Lougheed Highway, Maple Ridge phone 604-467-4817.

The story of Scandia Motors goes back to the early 1970s, when a Volvo mechanic left Don Dockstader Motors to start his own Volvo repair business. This fellow is Geoff Silcock, and I am sure his name is familiar to many in the

lower mainland that owned Volvos in the 70s, 80s and 90s. In 1973 Geoff rented the 2 service bays of an old Pay & Save gas station on Kingsway near Imperial and called his business Swedish Service. The gas bar part of the business was retained by the owners and they had a keen young guy pumping gas. His name is Ken Witala.

Ken and Geoff became friends and Ken would help in the shop when he had time and Geoff needed some assistance. Then the owners of the Pay and Save forced Geoff to take over the gas bar part of the business if he wanted to retain the service bays. By this time the Volvo repair business had grown to the point where he was way too busy to pump gas, so he hired Ken Witala to manage that part of the business. Ken was now a Swedish Service Employee. When he wasn't pumping gas, he was repairing Volvos alongside Geoff, and he was good at it. Ken decided that if he was going to continue twisting wrenches, he should make it formal and entered into a mechanics' apprenticeship program. In 1975 Geoff decided to move locations and purchased a larger shop on McKay in Burnaby. Ken moved with him as a certified mechanic.

Their reputation grew and grew until Geoff's Swedish Service was operating 10 hours a day Monday to Friday and a half day on Saturday. Geoff Silcock, Ken Witala and Don Baker (who operated JB Autocare, a Volvo sales and service shop in Squamish) were all on the tools. There was a full time service writer at the front desk, chucking broken Volvos at them as fast as they could fix them. These guys were working 54 hour weeks and Geoff had to open and close the shop as well as do the business part.

Somewhat they even found time to build some race cars that competed in ice racing, enduros and hill climbs.

By the late '70s, Geoff was living in Ruskin out the Fraser Valley and the commute combined with the long work days were brutal. He finally decided to take a well-deserved break and sold Swedish Service in 1980.

Under new ownership Ken Witala continued to work at Swedish Service for another 7 years.



In 1982 Geoff returned to the lower mainland and started Scandia Motors in Maple Ridge. Geoff's great reputation preceded him and the new company flourished. In 1988 Ken was invited to join Geoff at Scandia, with a 5 year plan that would have Ken take over the business when Geoff moved to the Okanagan. The five year plan turned into an 8 year plan, but in 1996 Ken Witala became the owner/operator of Scandia. Ken taking over from Geoff had to be the most seamless transition any company could enjoy. Ken and Geoff shared the same high standard of ethics and mechanical skill, as well as the exceptional customer service that makes Scandia special. Ken operates one of those rare companies that you can trust with a blank cheque, and his customers know it.

They work on Volvos, new and old. I have seen their parking lot look like a time lapse photo

graph of Volvo history from the '60s to the present. Obviously most of their work comes from the models in common use, so there are always some 200-700-900 cars and lots of 850, and the 40-50-60-70-80-90 series cars.

In the back of the lot is a chain-linked compound that contains a variety of parts Volvos. It provides a selection of good used parts that Ken can offer as an option to new parts for some repairs. He will also sell them over the counter if you want to do the repairs yourself. As of 2021 Ken has been on the tools for 45 years including the 25 years of owning Scandia. Mechanics is a physically demanding job and he is still amazingly youthful and fit. Dealing with customers is not always easy either, but his friendly manner and honest ways have provided him a loyal customer base. So why is he leaving? Here are a couple of good reasons. He has absolutely earned his retirement and Cathy Witala was famously heard to say, "When Jaylene (their daughter) has a baby I'm out of here" Well guess what, Jaylene who lives in Parksville has a little baby girl and Cathy is "out of here" and grandpa Ken is wise to follow.

While we will all miss Ken for the great person and excellent mechanic that he is, he has placed the business in the very capable

hands of his assistant Kevin Dee. Kevin is not just a Volvo mechanic he is a Volvo enthusiast. His first car at 17 was a 940GLE which he taught himself to repair. Why a 940? Because he liked them. It was his enthusiasm for Volvos that made him apply for a job at Volvo of Coquitlam. He stayed there for 6 years, starting as lot attendant and internet sales writer and then with the mentoring of Volvo Master Tech, Nico Kuiper, Kevin ended up with the first 2 years of a BCIT based mechanics apprenticeship. About that time the Volvo of Coquitlam Dealership became Subaru and Kevin didn't like working on Subarus. He was happy to come work on Volvos with Ken at Scandia and he finished the last two years of mechanics apprenticeship under Ken's supervision. In his spare time he worked for the famous Volvo Lady, Marie Gibbons in Abbotsford.

Kevin has worked at Scandia for 5 years and has become a strong and skillful mechanic and he is still a Volvo enthusiast. He cares for his customers and he plans to maintain Scandia's reputation for mechanical excellence and honesty. On a personal note, Kevin is a super competitive swimmer and holds 7 BC swimming records and he is still winning more.

Ken won't be disappearing quite yet. The business changed hands August 31, 2021 and Ken will continue 3 days a week for 6 months to ease the transition. During that time Kevin and apprentice Austin Larson will gain more skill in working on the Classic Volvos. The operation of the shop will not change and they are seeing cars as new as 2019. The chain-link compound of Volvos parts cars will remain and so will the mezzanine full of NOS and good used parts.

We wish Ken a fine retirement and Kevin a successful career.



SOMETHING DIFFERENT

THIS VANCOUVER ARCHITECTURE GRAD IS MAKING WAVES – WITH AUTOMOTIVE ART

By Elliot Alder
April 9, 2021

Douglas Peterson-Hui is a recent Architecture graduate and a brilliant embodiment of my preconceptions of what it must mean to be an architect. He maintains a pair of blocky Volvos, along with a minimalist sensibility and a [rather successful Instagram page: @thearchitectsgarage](#).

After completing his Master's in Architecture in Toronto, Ontario, Douglas returned to his native Vancouver to start into his career. COVID-19 had different plans for the job market in early 2020, however, and Douglas began scratching the creative itch with a foray into digital art. It was a journey that would carry him far beyond what he could have expected, however.

Like the Volvos he drives, Douglas' enthusiasm for design centers around simplicity, practicality, and accessibility. He uses bold shadows, sharply-defined lines, and carefully-balanced palettes to distill cars and their settings into their most striking and recognizable forms. Selective use of detail minimizes clutter and directs attention to where it matters most, and deciding what makes the cut is a very deliberate balance.

Today, The Architect's Garage is notable as much for its visual identity as it is for its diversity. Douglas' style has broad appeal, and since opening himself up to commissions he has rendered everything from multimillion-dollar Porsches to malaise Pontiacs. It's an art project that anyone who loves their car – any car, really – car can be a part of.



THE ARCHITECT'S GARAGE
WWW.THEARCHITECTSGARAGE.COM

"The Architect's Garage was originally just meant to be a place to share my art with friends and family," he says, "but I saw where the job market was headed and decided to get serious about [the art]." Douglas still has a few other professional projects on the go, but his artwork has become a central occupation.

One can chart the story of the project's

growth just by scrolling through the feed. Starting with renders of Douglas' personal automotive and architectural interests, the art of The Architect's Garage progresses into his friends' cars and gradually out to those of enthusiasts who follow similar niches. With audience growth comes a further broadening of scope, and subjects of different styles and vintages start creeping in.

Usually, an artist working for others has to make sacrifices. Yet even with this subject sprawl, The Architect's Garage is unique in that its 'democratized' content still holds true to the artist's values. Asked how he feels about illustrating old hoopties and late-model sedans, Douglas contentedly explains that he's actually more drawn to average econo-boxes than to the high-flying supercars that other artists emphasize. Just as he believes that architects need to pay more attention to designs that could better serve the masses, he thinks that there is more to appreciate in the vehicles that get regular people around and through their lives.

Along with all of this is the inevitable progression and refinement of craft that one would expect of a working artist. Douglas is understandably proud of this evolution, calling attention to richer textures and increasingly deliberate use of that already-judicious detail work. Having said that, the



process remains the same, and it's an interesting one at that.

Just as Douglas' tastes and sensibilities are influenced by architecture, so too are his methods. Detailing one of the most unusual workflows I've come across, he chuckles as he explains that any pieces that don't begin on paper actually start in a 3D architectural CAD program called Rhino. With two-dimensional line work established in this familiar (if oddly technical) 3D territory, he moves into Adobe Illustrator for colouring before shading and texturing in Photoshop. It's definitely different, but the results speak for themselves.

Now: the Volvos. In the three-dimensional world, this architect's garage includes a 1982 Volvo 245 GL wagon (his first) and a rare, recently adopted 1981 242 GLT coupe. Kevin and Freja, as they are known, will eventually be joined by a classic P1800.

We've already addressed how those indestructible, rolling refrigerators are an obligatory part of the architect's wardrobe, but what else drew him in? For Douglas, the fit just makes sense. "My dad had Volvo



240s and an 850 wagon, so I have a lot of memories with them." As he continues, it's a familiar tune to anyone acquainted with the cult of brick: 240s are cheap, famously durable, and functional. Forget work vans; "I hauled all the building materials for the first tiny house I built in the back of my wagon."

More than this, however, are the parallels to his preferred architectural style. As Douglas tells it, these ubiquitous old Volvos roll around with an integrity akin to that of Modernist buildings' emphases of open space, uncluttered design, and honest, raw material surfaces. Though perhaps not quite so timeless as Modernist icons like Frank Lloyd Wright's Fallingwater, the Volvo 240 has nevertheless aged remarkably as a comfortable, safe, reliable, practical, and honest vehicle.

What lies ahead? A lot of people clearly enjoy seeing their cars in Douglas' style, and it is very fortunate that he has been able to make such a stimulating living despite the difficulties of the COVID-19 pandemic. But

while he expects to start an architecture internship once Canada emerges from its COVID-19 stasis, there's no hurry. The Architect's Garage has offered Douglas an exciting taste of a digital-nomadic life. Following from this, another tiny house or mobile studio project seems likely, as does the continuation of The Architect's Garage alongside future work.

Douglas Peterson-Hui ultimately has his sights set on architectural projects that will improve the quality of life of people in his increasingly stratified region. From his perspective, North American architecture and housing typology are lagging behind the rest of the world, so contributions to such experimentation seem likely. If The Architect's Garage is anything to go by, the results are sure to be spectacular.

For lots more of Douglas' artwork, follow him on Instagram at [@thearchitectsgarage](https://www.instagram.com/thearchitectsgarage), or on his website at [The Architect's Garage](http://TheArchitect'sGarage.com).



WHATS NEW (OR OLD) AT VOLVO

LONG TERM PARKING.

Gregg Morris

An interesting feature of legends is that they often evolve. Peoples recollections differ and you may end up with many versions of the same legend. That is what happened in Halifax Harbour. Of course this legend involves Volvos.

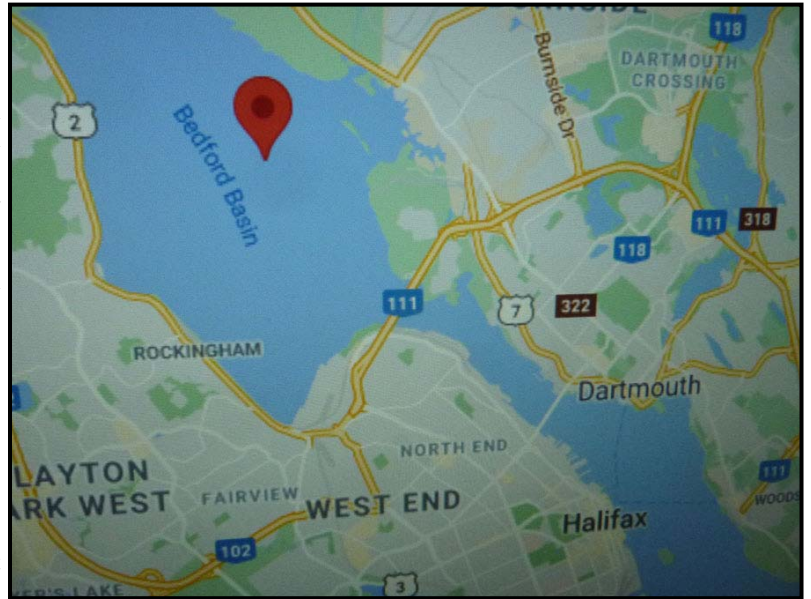
Halifax, Nova Scotia is famous with Canadian Volvo enthusiasts, because Volvo built its first assembly plant outside of Sweden, in Dartmouth Nova Scotia, right across the harbour from Halifax. It started assembling Volvos there in 1963 in an old building right on the waterfront. In 1967 assembly was moved to Pier 9 in Halifax and the final move happened in 1987 when they moved to a new purpose-built factory in the Bayers Lake Industrial Park. That Bayers factory was a beauty, and could still be operating if it were not for the Ford purchase of Volvo in 1999. I don't think it was any coincidence that Volvo closed its plant in 1998. I suspect that great Father Ford said to Volvo, you boys close that plant in Canada or we ain't buyin' you. Ford probably reasoned that if the plant existed when they took over Volvo there would be great labour union pressure not to close the plant. Anyhow Volvo managed to assemble around 350,000 cars between 1963 and 1998 in Halifax. If I have any of these details wrong I am not too worried about it because one of our club members, Neville Britto, literally wrote the book on the history of Volvo in Canada and he will put me straight.

Back to the legend. In 1990s there was a need for a proper sewage treatment plant for Halifax and for that they needed an accurate mapping of the Halifax Harbour seabed. Gord Fader, was a marine geologist for the federal government in the '90s and worked on that survey. During the survey their underwater sonar scans showed a series of strange objects lined up on the bot-

tom of the harbour. Each object was maybe 3 m long and 2 m wide and they had no idea what they were. The geological team went to archives and consulted with other geologists and historians and they thought there may be cars down there. They went back down

with higher resolution sonar and found that the objects were indeed cars, particularly Volvos and there were a couple of dozen or more.

Apparently there was large container ship carrying some containers of Volvo bodies from Sweden destined for Halifax. The ship encountered a bad storm in the mid Atlantic and containers carrying Volvo bodies broke open and flooded with seawater. We all know that old Volvos don't need any encouragement to rust, and these got lots of encouragement. Once ashore at the Pier 9 plant the bodies were inspected and found to be too rusty to use. Some bright light at Volvo approached the Department of the Environment and asked if they could dispose of the bodies in the 200 ft deep Bedford Basin of the harbour after they were cleaned of any contaminants. Surprisingly they received permission, and there they are, a bunch of rusty 1969 140 bodies providing a rather inconspicuous memorial to Volvo's



time in Halifax.

The reason I called this story a legend is that there were other explanations for how the Volvo bodies got there. One account has a ship sinking in Bedford Basin leaving the cars on the bottom, but there is no record of the sinking and where is the sunken ship.

Another account is completely different. Based on the 2010/July issue of *Trident Magazine (The Newspaper of Maritime Forces Atlantic Since 1966)*, The understanding of LCdr Roland Leyte, Commanding Officer of the Canadian Navy Divers was that a container ship in the eighties didn't have the correct papers for the shipment of the Volvos, so "they dumped perfectly good cars in the middle of the Bedford Basin".

Let's invent a version of our own. In the mid seventies Volvo entered into a contract with DeLorean to build 30 stainless steel Volvo 1800ES bodies. These were to be used to assemble a very limited edition of

the 1800ES using parts left over from 1973. The stainless steel bodies were shipped from Ireland to Halifax in a tramp freighter. When the freighter arrived in the Halifax harbour the Irish crane operator was drunk and mistakenly off-loaded the bodies in the middle of Bedford Basin thinking he was at the Pier 9 Volvo Assembly Plant.

No matter what the story they are definitely down there and they are definitely rusty. Maybe we should all buy Gord Brown's in rust we trust T-shirts to show our respect. The T-shirts are for sale in our classified ads.



1969 142GT
SIMILAR TO THE BOTTOM DWELLERS

VOLVO 242GTC TURBO**From the Internet****Sent by Dennis Cowell**

This Volvo Coupe was intended to be a sportier alternative to the 262C by Bertone, but never made it past the prototype stage.

Ask your average Volvo-loving petrol-head to name their favourite car of the Swedish company's 200-series, and the chances are it'll be the homologation version of the 240 Turbo. It's a pretty weird story. Volvo had to build 5000 of the things and a further 500 special 'Evolution' versions with larger turbos and other modifications to comply with Group A race regulations, although there's some debate as to whether all 500 Evo cars were ever made. But there's a much weirder Volvo from this period. Presenting: the 1978 242 GTC Turbo.

Yep, another car with 'Turbo' in the name, from a time when a petrol car with forced induction was interesting and exotic. Unlike the 240 Turbo however, the GTC has been largely forgotten. Why? Because sadly, it never made it past the prototype stage. It's a curious-looking thing, isn't it? From the bottom of the windows down it's unmistakably a two-door 200-series, but from there up, it looks positively alien with its dramatically cut-down windscreen, windows and doors. There's a good reason for that: the weird roof and glasshouse was the work of Bertone, shared with the 262 C, a car which did actually go into production.

Unlike the 262 with its PRV V6, the 242 GTC was to be powered by inline-four engines: a naturally-aspirated 16-valve unit

intended for motorsport, and a turbocharged B21 'Red Top' producing around 170bhp. This reflected Volvo's aim to make the GTC a sportier alternative to the 262, further reinforced by a bunch of horizontal stripes that were supposed to give the illusion of the car sitting lower while also giving it more visual distinction.

According to [Klassiker](#), the original prototype was actually built using a 262 C, and showcased to Volvo's bigwigs via a photoshoot. The 242 GTC wouldn't progress past this point. The rehashed 262 was used by Volvo engineer Birger Fredriksson for a little while, before seemingly disappearing. Until that is, someone bought it. By accident.

Johnny Widén purchased a car that was badged as a 262 C, but with some perplexing details. The front-end was different to a normal 262, and the interior wasn't quite right either. There's a good reason why: it's the 242 GTC prototype, since re-sprayed silver and fitted with a PRV V6.

His plan? To restore it to GTC-spec, giving us a glimpse of a seriously cool Volvo that just wasn't to be.

DRIVER'S IMPRESSIONS OF GEELY POLESTAR 2 AND VOLVO XC40 RECHARGE AWD P8 (both fully electric)**By Allen Hiebert, long time VCBC member, Electrical Engineer, and EV enthusiast – on a quest to test drive two full-electric "Volvo" luxury cars.**

Earlier this year, and with appropriate health protocols, my two test drives were much as I had expected, but also with some

new feelings about these two electric vehicles (EVs).

Geely's Polestar 2 (P2) is a sleek AWD sedan with a hatch-trunk. The XC40 Recharge AWD P8 (here, just XC40) is Volvo's full-electric version of the XC40 – a mid-size AWD SUV with the familiar almost-boxes shape. The P2 is based on the (Volvo- designed) XC40 Recharge and so both have the same drive train with two 150 kW motors and the same battery "pack" with 75 kWh of usable capacity. The two times 150 kW means a total of 2 x 200 hp = about 400 hp, but this hp number does not properly indicate the immediacy of the power-pedal response delivered by these EVs.

The motor-to-wheel power is via an about 8-to-1 reduction gear (no gear-shifting), a differential, CV joints, and lots of ABS, traction and dynamic controls – computers, you know. Going down the road, the sounds heard by driver and passengers are just a bit of whine from the motor and power electronics, and some tire noise (depends on pavement roughness).

Overall impressions: Both of these luxury EVs provide a very fine ride, with quiet comfort and much more power than is necessary.

Next the differences, from my veteran XC70 AWD 2.5 litre turbo-powered 5-speed automatic– to the two test-drive EVs: Both the Polestar 2 (P2) and the XC40 Recharge (here just XC40) are heavier but much quieter, smoother, and quicker (!!!) than my veteran XC70. Not a fair compari-



son, since a new XC70 gas version with the latest turbo is likely not that far behind the P2 and XC40 in these metrics. Still, it is the immediate response of the two full-electrics that are the difference compared to a gas version of the XC40 or XC70.

Those who have driven an EV (full-electric) or a PHEV (plug-in-hybrid-EV) already know about the responsiveness of these modern electric cars compared to the previous technology of gas or diesel combustion cars. Four years ago our fleet transitioned from a '93 240 sedan and a '06 XC70 to a Chevy Bolt FWD full electric hatchback and my veteran and still reliable XC70. The Chevy has adequate cabin room and lots of pep with its single 150 kW motor that delivers the usual electric experience of near-instant torque off the line or in a mountain highway passing situation. A great town car and also pretty good for our long highway trips.

The P2 and XC40 are both AWD and so very capable -- responsive and smooth in the driving, both city and highway. Part of the electric experience is the regenerative braking which, even in my humble Chevy Bolt FWD, is great in the mountain highways' climbs, descents, and curves. The right foot does all the power control -- the "one-pedal driving". The brake pedal is only needed for some sudden event ahead that demands a very hard stop. The P2 and XC40 both have a 150 kW motor at each end, well-controlled by the computer and the power electronic bits.

The P2 and XC40 cabins are wider than my Chevy Bolt, and of course have more room in back and in the far-back (especially the XC40). Cabin width at the driver-passenger area is about same as my '06 XC70. Enough headroom in both, but the XC40 is more roomy for the (tall) driver due to the center console being smaller than in the P2. The view forward in the XC40 is higher, as would be expected -- the P2 is a sleek sedan with a much lower profile.

My two test drives were unfortunately just short runs around some Vancouver streets and minor road corridors. The P2 drive, with salesman in passenger seat, was from Yaletown to Yaletown via Main Street and Burrard bridge, so it was a sedate city circuit. The XC40 drive was solo, from the Marine



POLESTAR 2

POLESTAR 1

Drive location, and I was able to try a quick burst northbound on Cambie Street. Once across Marine Drive and going uphill (north) on an empty stretch of Cambie Street, I planned a trial of a strong power pedal test, but I already knew enough to not try a full-on power test. Only part way to, I think, only half-pedal -- the quiet and so-smooth SUV jumped ahead and that was already a good enough lesson in the power and response available (Whoa!). I then went west on Marine Drive to the edge of UBC, and so did try some short sections of 90 kph driving; and also some repeats of the regen-braking which I found to be even more enthusiastic than my Chevy Bolt's well-regarded regen braking performance.

The Swedes, for the XC40 and for the P2, have got the power pedal response very well designed, both for the power-coming-on and for the regen-braking. To get technical again: the 150 kW motors are permanent-magnet synchronous motors (but smaller than you would think) and have capacity to provide huge torque from zero RPM. All EVs' motor controls are designed so that the power (torque) comes on smoothly and quickly (not instantly, would

be too much) as the power pedal is depressed.

For regen-braking both the P2 and XC40 have driver-selected settings for the level (aggressiveness) of the regen-braking -- light, medium, full. My preference is Full. Some new EV drivers resist the full re-gen setting and prefer the good old automatic transmission feel, but then they are still driving what I call old-school. They would miss out on the one-pedal driving. The one-pedal action is great on the mountain highway descents into a tight corner, and then on the exit that one-foot is ready to request and receive the immediate power for the climb. Same in the passing situation, the amount and quickness of the power makes the uphill pass an immediate event -- no waiting for the auto-trans downshift.

The best way to do a proper long-trip highway test of one of these two Volvo(-ish) EVs would be an east-to-west cross-Canada drive. Oh, to dream! Possible -- Spring '22? Hoping. -- Allen



VOLVO
XC40
RECHARGE

TECHNICAL TIPS

REAR TOWING OF 850, V70 etc.

Dennis Cowell

Just a technical note and a warning to Volvo owners to ensure their cars are properly hooked up before pulling them out of ditches, snowbanks etc. Many tow truck drivers damage the rear suspensions of Volvo 850's S70's etc by wrapping a tow cable around the rear suspension arms of cars when pulling them out of ditches, snowbanks etc.

This happened to the previous owner of my 850 as the cable mark is clearly visible on the rear suspension arms and the cable bent the one of the arms causing the rear tires to wear badly.

I changed the whole rear end out of a junkyard car to fix it. The job was relatively straight forward, just removed the fuel tank and unbolt and bolted in the replacement one. The assembly is not as heavy as it may look and two people working together makes it a lot easier.

Talking to the junkyard operator he said bent rear suspension from poor towing practices is quite common.

I investigated how rear towing should be done. According to the Volvo parts catalogue these cars are supposed to have a rear tow hook, towing eye, attached to the floor. I looked under my 850 and found there is one tow hook only, near the rear bumper and looks quite light duty. I could see for a severe pull one may have to rig to the wheels or spring assembly.

M41 TRANSMISSION – DIFFICULT GEAR ENGAGEMENT WHEN STOPPED

Gregg Morris

This article is a continuation of an article in the May 2021 Newsletter titled 'PULL HARD COMES EASY', about splitting a J type overdrive from an M41 transmission when it really did not want to come apart.

Now with the non-working overdrive removed I could continue with the M41 swap in my 73 1800ES. I installed another overdrive on the replacement M41 using a good gasket and some Permatex gasket goo. (The replacement overdrive came from an M41 from a 73 142E and I knew the transmission end was shot but I had no idea whether the overdrive was OK or not.) Now that I had a replacement M41 ready, it was time to remove the problem (1975 M41) transmission from the car. Off came the drive shaft, gear shift lever, transmission cross member (with the transmission supported by a floor jack), OD wiring, speedo cable, clutch cable. I gently lowered the floor jack until the back of the engine rested against the firewall.

(I have a rather crude but effective ac-

cessory to my floor jack which is just a piece of 4X4 with a notch that fits in the space between the transmission and overdrive. I bolt this wooden block to the lift point of the jack.) I remove the 4 socket headed cap screws

that secure the M41 to the bell housing. With the M41 balanced on the floor jack pull it back and let it down. Then I removed the bell housing clutch and pressure plate. Everything looked fine except there was quite a bit of grease in the splines of the M41 input shaft. Maybe the grease could inhibit how easily the clutch disk moves when the clutch pedal is depressed and maybe could cause the clutch to drag.

I cleaned the external splines on the M41 and the internal splines of the clutch disk. The pressure plate and the flywheel were not scored so I just cleaned them with lacquer thinner and steel wool. The pilot bearing in the end of the crankshaft was perfectly smooth acting as was the clutch throw out bearing. I also looked carefully at the clutch fork to see if it was cracked because the early ones were known to crack and bend using up all the clutch cable movement. It all looked fine so I very lightly lubricated the clutch disc internal spline, the input shaft spline and the nose of the input shaft where the throw out bearing slides. Now it was time to reinstall the replacement M41. Remember to put the transmission in gear before installing it. I use the same floor jack and piece of 4X4 to reinstall the transmission. Installing the M41 by myself probably looks a bit precarious. With the transmission in gear and balanced on the floor jack, I roll the jack under the car in line with the bell housing. I am lying beside the jack with my head towards the engine. My right hand is on the output flange of the transmission for two reasons. First I need to tilt



M41 TRANSMISSION SITTING ON FLOOR JACK

the M41 to get it up into the transmission tunnel and I need to turn the flange which turns the input shaft to line up the splines with the clutch disk. To help get the M41 aligned so it will slip into the throw-out bearing, clutch disk and pilot bearing I installed a couple of pilot studs in the bottom two transmission mounting holes in the bell housing. I operate the jack lever with my leg. As I lever, align, tilt, push, pull, turn and swear the transmission eventually finds its alignment and slips into the clutch disk and pilot bearing. A one-man band has got nothing on me.

With the M41 in place I reinstalled the drive shaft, transmission cross member etc. When it was all reassembled I started the car with it still sitting on very stout 6-ton jack stands and ran the transmission up through the gears. All the gears engaged smoothly and the transmission was very quiet. Finally, I pulled the lever to engage this completely unknown overdrive. To my relief it engaged and disengaged quickly and



PILOT STUDS



I needed to find a way to shorten the cable. I did this by putting a spacer behind the clutch fork where the cable terminates. This effectively makes the clutch fork thicker and the cable acts like it is shorter. I installed the spacer and the clutch now works fine. Perhaps it engages a bit close to the floor but at least it is consistent and disengages the clutch as it should.

Although arriving at this conclusion took a fair amount of time and effort it provided quite a few benefits. I now

smoothly.

Time for the road test. I took it for a 20-minute drive up hills, down hills, on the highway and in stop and go traffic. It started out well. It engaged first gear easily and all the other gears too, but as the time and miles passed it became more and more balky until it did not want to engage any gears when at a stop with the clutch depressed. Nuts!

The only thing I had not replaced was the clutch cable. It looked as-new and there was no visible fraying of the wire cable and it was smooth acting, but out it came. I found a sound looking used cable and installed it. I then headed out on the second road trip without much hope of improvement. I took the same route as the last test drive and to my amazement the transmission was still working perfectly. No balking in any gear. Well I'll be dipped. Up until now I have had clutch cables that are either working fine or broken. Nothing in between.

So has the problem has been the cable all along? Had the cable stretched? I still was not convinced and the used cable I installed was pretty tight in its sheath making the pedal effort high. I found a new cable and installed it in place of the used one. Back on the test circuit I went. It was working fine at first, but the clutch disengaged a bit too close to the floor for my liking. By the end of the circuit it was back to the same old problem and would not engage any gear at a stop light. Now I was really confused. Why would a brand new correct part number cable not work properly. The cable needs to be shorter. I looked back in my records for any clutch related comments and noticed that when I replaced the engine with a higher performance engine purchased from Phil Moul it came with a new clutch with a note on it that it was an F&S pressure plate from a 240 Turbo and the stock clutch disk for a B20. Maybe that pressure plate is shallower than one from a B20 thus needing a shorter cable to actuate it.

I was not about to replace the clutch so

think the original 1975 M41 is probably perfectly good. The replacement M41 is just excellent. I now know how to separate a stuck overdrive. I learned a new clutch cable trick. The whole story provided a good tech article for the newsletter in spite of making me look like a dummy as usual.

One more thing. It made me investigate what is the proper fluid I should use in the M41 and that will provide a future newsletter article. All in all, worth the effort.

JENSEN VOLVO P1800 "TURBINE" WHEEL COVERS

Bob Cuthill, Vancouver Island

I am working with friend Jamie Graham with technical advice and some labour in the rebuild of a 1962 Jensen Volvo P1800. While he has had great success at finding various parts for this project, we have come up against a bit of a roadblock in locating a good set of original pattern "turbine" wheel covers. It may be because he has seen them on my grey 61 that he would like a set for his own. He has located some on the internet and auctions in the Old Country but sellers are asking upwards of \$1,000 for a set of well used ones. So barring a lottery win, they are pretty much out of our price range.

In the days of my youth, many moons ago, I used to build flying model airplanes and hovercraft. For some of these I was able to experiment with fibreglass to produce some pretty complex shapes for some homemade designs. So I thought why not have a go at making a fibreglass reproduction turbine pattern wheel cover. If we could find a nice high gloss silver/chrome paint it might even be passable.

I took my one spare wheel cover and stripped the black sections and cleaned and polished the whole thing within an inch of its life.

An Industrial Plastics shop in town was my source for mold release, fibreglass resin, gel coat, matte and cloth. I made a rectangular wooden frame to support the fibreglass mold and went to work. First, about five coats of mold release were brushed on



(no way the fibreglass was going to stick to the metal!). Next followed two coats of gel coat, then a layer of resin soaked cloth and finally a layer of fibreglass matte for body and strength. When dry, the wood frame was attached with sections of fibreglass matte.

Even with all the mold release it took a bit of effort to coax the new mold and old wheel cover to separate without damage. But perseverance paid off and we had a reasonably good mold. So on we go, turn the mold over, more coats of mold release, three coats of gel coat (so we could sand out any imperfections), a coat of cloth and a coat of matte. Then gently pry the two apart, gently sand smooth and apply a coat of silver (almost chrome) paint and voila!

Next step - paint in the little black squares so it looks like the turbine in a jet engine. But by now you are asking how are these going to fasten on to the wheels in the car. Well there we have a limitation I have learned to live with. Of my original four

wheel covers, only three would stay on the car at highway speeds. Three times I had to pull over and run back a couple of hundred yards and search the bushes and ditch to find the errant devil disc. And besides, the steel grippers on the back of the real discs were tearing the nice paint off my rims each time I removed them. So I came up with a Plan B. For daily driving I use the wheel covers/

hub caps off our original 144 family car. For show time, I have crimped down the steel grabbers on the back of the metal turbine wheel covers and hot glued some round 1/2 inch closed cell foam over them which is then trimmed to produce a flat surface letting the disc slide on the wheel with a snug fit. They look great with the car standing still on display and you can't tell how they are held on.

But I'm sure they would not stay on long at highway speeds or even about town so I don't even try. I am still on the lookout for a paint that would provide and even shinier chrome like finish, but for now it is as close as we can get. Might be interesting to see what the judges at a VSA or VCOA meet think.



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262C BERTONE



242 GTC



POLESTAR 1



POLESTAR 2



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